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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary

REPORT

SUBJECT

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Miscellaneous Information on Aircraft Plants

DATE DISTR. 28 March 1957

NO. PAGES 1

REQUIREMENT NO. RD

DATE OF INFO.

REFERENCES

25X1

PLACE & DATE ACQ

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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four reports which contain information on the following plants:

1. Pest District Aircraft Overhaul Plant (Pestvideki Gepgyar) in Tökol (N 47-19; E 18-58); mostly concerned with overhauling and repairing MIG-15 and MIG-15-Bis jet fighters of the Hungarian air force.

2. Székesfehérvár Motor Repair Works (Székesfehérvári Motor Javito Vallalat) situated three kilometers south of Székesfehérvár next to the airfield. The Report contains sketches on the location of the plant (in relation to the airfield and the nearby town) and of a hangar.

3. Esztergom Aircraft Works (Sportarutermelö Aero-Everplant) situated at the Esztergom Airfield.

4. a. Alag Glider Works near Budapest; concerned with the production of June-18th gliders and two-passenger piston-engine helicopters.

   b. Esztergom Aircraft Works (Sportarutermelö Aero-Everplant); concerned with the production of June-18th gliders.

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Economic/Air

PEST District Aircraft Overhaul Plant (PESTVIDEKI GEPGYAR) at TOKOL

(Up to October 1956)

1. Location

[redacted] The premises are situated north of the locality of SZIGETHALOM (formerly HORTHYLIGET), about 900 m. north of the railway station and on the south-east perimeter of TOKOL airfield.

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2. Production

(a) The plant was engaged solely on overhauling MIG 15 and MIG 15-bis jet fighters belonging to the Hungarian air forces. With one exception - an aircraft which had crashed - no MIG 17s were handled, as this type was first introduced in Hungarian units in May 1956 and was not flown in regular service till some time later.

(b) No repairs or overhauls of Soviet aircraft were carried out at this plant

(c) The overhaul of aircraft consisted of a complete dismantling. All components were tested and repaired, the aircraft re-assembled and put through a routine flying test.

In principle the MIG 15s and MIG 15-bis were not due for overhaul until after 100 hours flying time, but in practice any engine which had once undergone repair was allowed less than 100 hours, depending on the assessment of its condition. For airframes the flying time allowed before a general overhaul was 200 to 300 hours.

(d) The turnover of aircraft passing through the plant varied considerably, depending on the availability of spares and materials, all of which were generally in short supply. There were weeks when from 1 to 3 aircraft were completed; but there were others when not a single one was turned out and the plant was almost at a standstill waiting for supplies.

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(e) The shortest duration of an overhaul was one month. But the average was considerably longer and in some cases up to one year.

(f) The most frequent failures requiring repairs were components incorporating springs and bearing surfaces, e.g. linkages and hydraulic jacks.

3. Materials

Spares and components were supplied mainly from abroad, particularly from Poland and the U.S.S.R. They arrived at irregular intervals and there were long delays in obtaining deliveries of urgently needed items. Some items were supplied by Hungarian concerns 25X1 Delivery of these was likewise slow.

4. Labour 25X1

(a) The concern employed about 800 persons, of which about 20% were women. About 50% of the employees were manual workers, mostly skilled personnel.

(b) Work was organised in one 8-hour shift from 0700 to 1530 hours (including lunch break).

(c) The wages of skilled workers were based on piece-work rates. In times of stoppages caused by lack of materials and spares operatives were given certain minimum rates. Earnings were therefore irregular, fluctuating between 1,500 and 3,000 Forints per month. The engineers received fixed incomes around 2,000 Forints per month. 25X1

5. Plant and Machinery 25X1

(a) The premises consisted of two single-storey buildings:

(i) A main building containing two engine-assembly halls, one on either wing of the building, and two machine shops in the centre. The floor space of the machine shops was about 120 by 75 ft.

(ii) An assembly hall for airframes and ancilliary equipment, subdivided into separate bays: e.g. for electrical equipment, oxygen apparatus, hydraulic equipment.

/(b)

[redacted] 25X1

(b) The machinery consisted of lathes of all kinds, milling-cutters and other machine-tools. (No details available.) They were in good condition, the majority being 1 to 2 years in service. 25X1

(c) [redacted] no plans to extend the plant. [redacted] 25X1 it is unlikely that any extension was contemplated, as it was difficult enough to keep the concern going at all in view of the constant supply difficulties. 25X1

[redacted]

7. Bottlenecks

There were persistent shortages of spares and materials. It is impossible to say which items were lacking most, as the supply difficulties applied to one and all. There were times when work came to a standstill for want of materials such as rivets.

8. [redacted] 25X1

The plant was subordinate to the Armaments Directorate of the Ministry of Metallurgy and Machanical Engineering and was run as a civil concern. The director of the plant was Karoly MAGISZTRAK.

[redacted] 25X1

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HUNGARY

Industrial/Air

Aircraft Repair Works at SZEKESFEHERVAR

1. The SZEKESFEHERVARI MOTOR JAVITO VALLALAT (SZEKESFEHERVAR Motor Repair Works) is situated some 3 Kms. to the south of SZEKESFEHERVAR and adjoining the airfield. The following plans are attached:-

Plan "A" The position of the works in relation to the Airfield and Town

Plan "B" A more detailed ground plan of the buildings comprising the repair works

Plan "C" A sketch of the hangars at the repair works

2. Until 1955 this works was engaged exclusively on the repair of military aircraft, principally the ILYUSHIN 10 fighter (known in Hungary as the PARDUC) and the TU.2 (Soviet version of the D.C.3). The works undertook the complete overhaul of the aircraft, the manufacture of some replacement parts and the subsequent flight testing. The factory could normally handle the repair of some 10 aircraft per month.

3. Apart from repair and maintenance work the factory also undertook the design and manufacture of tools and jigs needed for their repair work.

4. The works employed between 1,000 and 1,500 workers.

5. As the IL 10. and TU.2. aircraft gradually went out of service, there was a shortage of work for the factory, which did not undertake the repair of more recent types of aircraft, and from the beginning of 1956 the works started to undertake some civil repair work - mostly of motor vehicles. This side was expected to expand gradually.

6. A recent project on which the design staff of the factory had been engaged was the production of a minicar called the 'Balaton'.

7. A key to Plans "A", "B" and "C" is attached as Appendix "D".

NOTE: MIG 15s, and other advanced types of military aircraft in service with the Hungarian Air Force, were repaired at the PEST VIDEKI GEPGYAR (formerly DUNAI REPULO GEPGYAR) on CSEPEL Island in BUDAPEST.

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KEY TO PLANS

PLAN "A"

This is only a rough sketch - not to scale - to show the general position of the Aircraft Repair Works.

The Airfield is entirely a grass field without marked runways - the dimensions given are only approximate.

The railway station is a small halt specifically for the personnel working in the area of the Airfield.

Plan "B"

This is again only a rough sketch and the relative positions of the buildings are only approximate; some minor buildings may have been omitted.

KEY

A. Factory entrance and entrance block
B. Staff canteen, assembly hall, social centre, nursery, etc.
C. Design and planning offices
D. Propellor repair shop
E. General workshops - also for civilian repair work; doors at West end to permit entry of a plane
F. 3-storey building (formerly a barracks) - repair of electrical components and instruments
G. Administrative offices
H. Transformer station. Power is received from SZEKESFEHERVAR
I. Water-pumping station (the works has its own wells and no main water supply); a new part of this building is to house a power plant for the works, which will make it independent of outside power supplies.
J.1 Battery repair shop
2 Radiator repair shop
3 Gun repair shop
4 Galvanising shop
K. Compressors; compressed air is piped to other buildings
L.1 and 2: Garages
M.1 Heavy machine shop - contains large lathes, etc
2 Engine Repair shop
N. 1, 2 and 3: Stores. The offices of the supply staff were on the first floor
O. Heat treatment shop
P. Small building where machine-gun firing mechanisms are tested. Only a few shots are fired.
Q. Small hillock into which shots are fired from P.
R. 1, 2 and 3: Hangars (see Plan C.)
S. 1, 2 and 3: Small workshops and offices
T. Engine test bench built in 1952/3

The whole area of the works is tarmacked.

PLAN "C"

This is again only a rough sketch, not to scale.

The exact dimensions [redacted] they are identical - are not

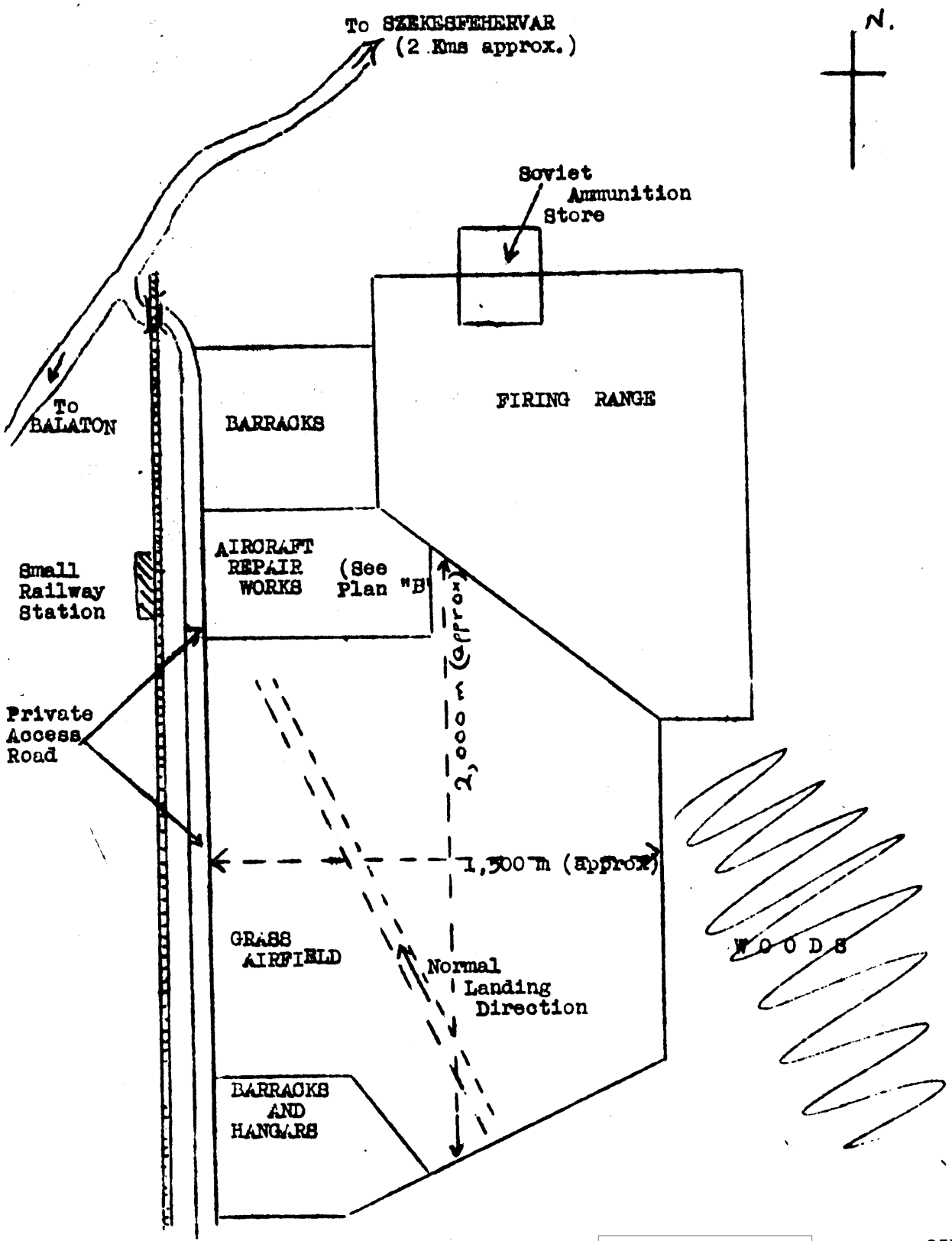
known but the approximate figures given are:-

Overall Length	150-160 metres
Overall Width	60-75 metres
Height of doors	8 metres
Doors	These are in the length of the building and consist of 6 panels - 3 each side - which run on an overhead rail and fold back behind the walls as shown. Each panel is about 20 metres wide. (If this figure is accurate it gives a figure of 160 metres for the overall length.) The doors are hand-operated.

Each hangar will take 3 or 4 TU 2s at the same time.

Plan "A"

(Not to scale)



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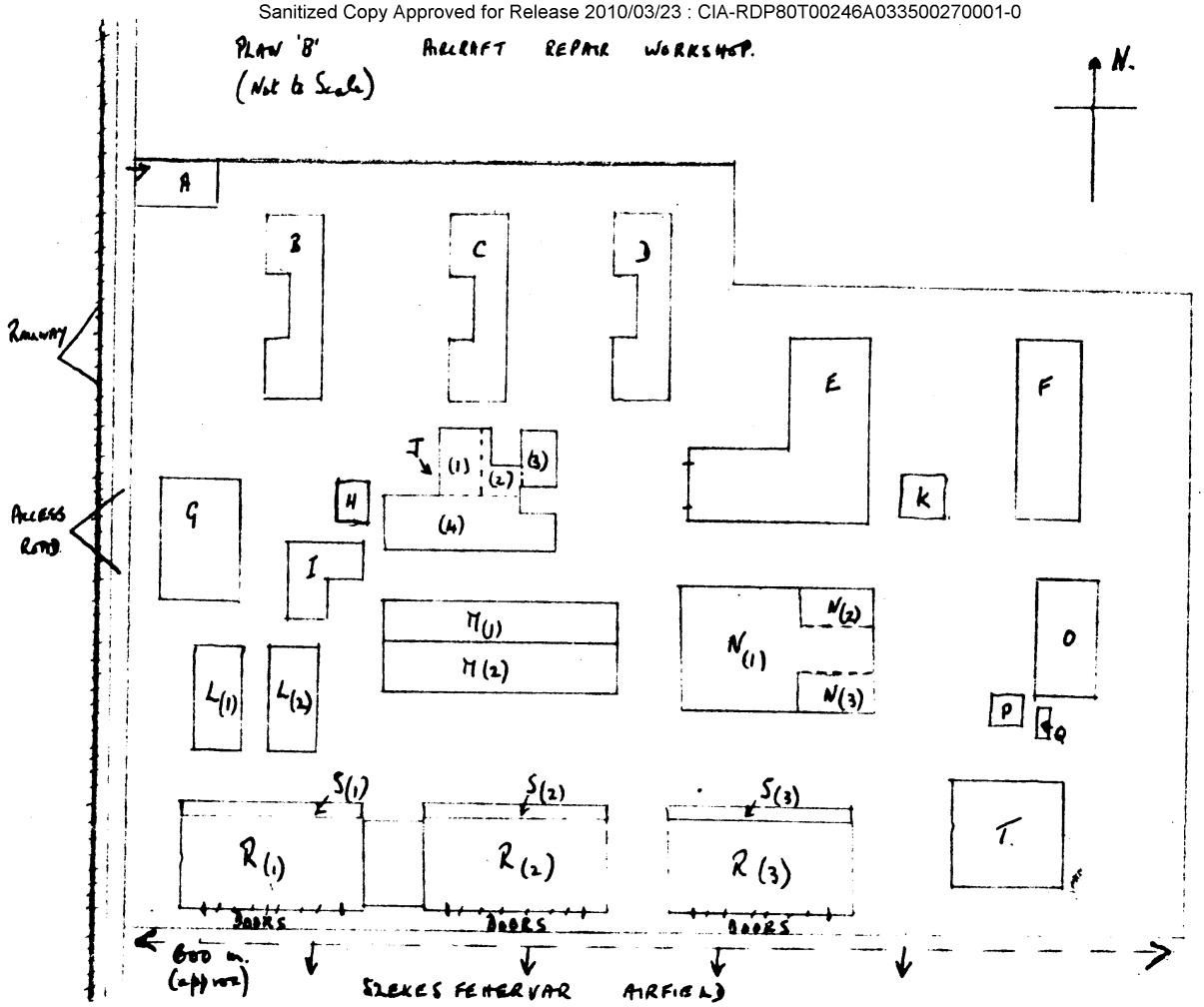
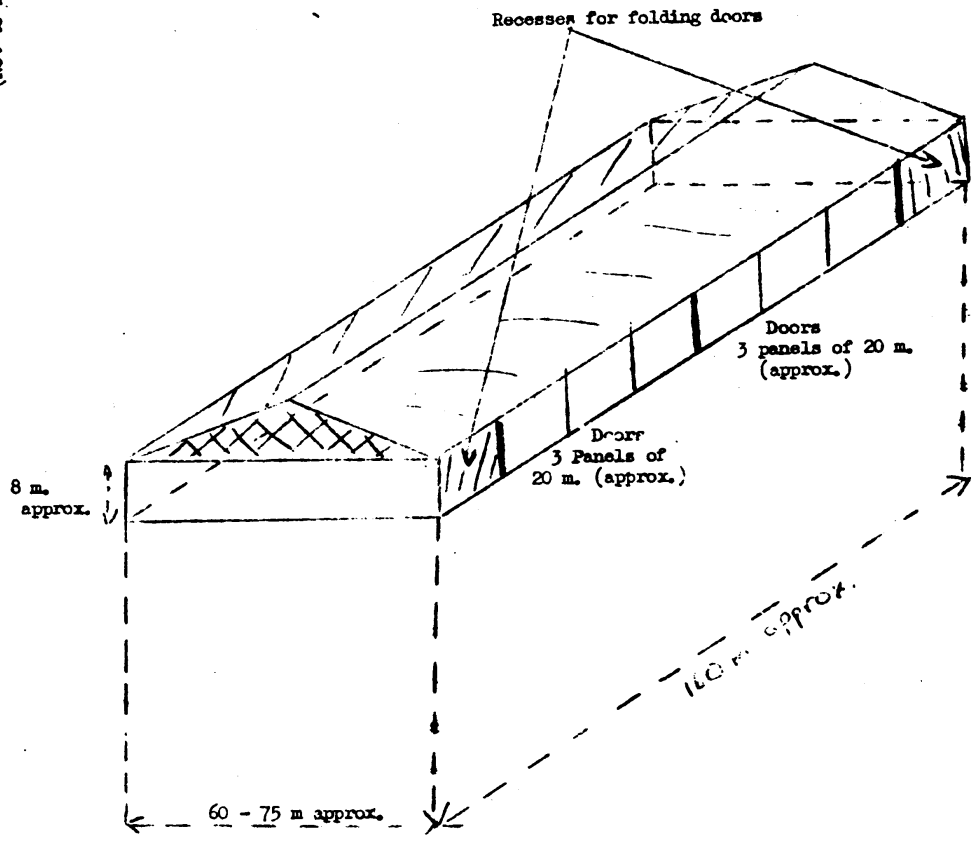


HANGAR AT AIRCRAFT REPAIR WORKS

Plan C
(Not to scale)



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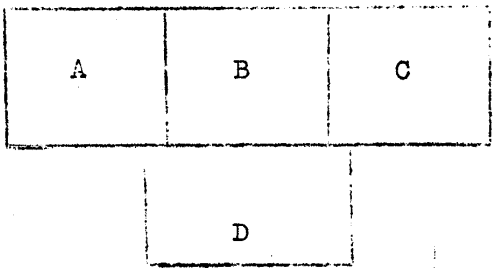
HUNGARY

Air

Civil Aircraft Industry

1. SPORTARUTERMELO AERO-EVERPLANT, ESZTERGOM Airfield

This plant consists of four small buildings as shown below:



A = A department exclusively engaged on the manufacture of childrens toys.

B. = This dept. is known to manufacture amongst other things:

a. land mines

b. railway sleeping car parts

c. small components for motor engines (no further details known).

C = This dept. is the Aeroplane repair shop. 25X1

D = This dept. is the aircraft and glider manufacturing and assembly shop.

2. [redacted] The total number of employees was estimated very approximately to be 1,000. The number of employees regularly employed in the aircraft repair dept. (C) was estimated to be [redacted] 120 25X1 technicians.

3. PRODUCTION. Until January 1955, the plant was engaged entirely on the repair and maintenance of Russian built MADARGEP-FÜRJ (light training aircraft) and ARADO (larger training aircraft) types of aircraft. During 1954, the Hungarians were allowed to build trial models of these two aircraft and in January 1955 commenced production of exact

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copies of the Russian originals. Production was concentrated on the MADARGEP-FÜRJ and it is estimated that a total of five aircraft were completed per month. The average number of MADARGEP-FÜRJ aircraft handled by the Repair Dept. (C) per month was ten.

4. Sport gliders were also manufactured and assembled at the SPORTARUTERMELO AERO-EVERPLANT. The plant was capable of producing a total of 20 gliders per month, but actual production varied according to contracts granted.

5. A perpetual shortage of raw material and spare parts caused frequent hold-ups of production both in the aircraft assembly department and the repair department. During these hold-ups, the plant was diverted on to the repair of lorries and buses.

6. It was strongly rumoured within the plant that helicopters would be produced there in 1957, but no prototypes or plans were seen.

7. There were no Russian officials or officers permanently attached to the SPORTARUTERMELO AERO-EVERPLANT, but the plant was occasionally visited by Russian advisers.

[redacted]

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HUNGARY

INDUSTRIAL / AIR

The Aircraft Industry - Miscellaneous Information

AIRCRAFT PLANT

1. The ALAG glider works outside BUDAPEST employs some 500 workers and is mainly engaged on the production of prototypes of gliders and sports aircraft. Among the gliders whose prototypes were built at the ALAG works was the "June 18th" glider. This was first produced in about 1951/2 and the ALAG works now produce about 10 per month.

2. The SPORTARUTERMELO AERO-EVER works at ESZTERGOM has taken over the main production of the "June 18th" glider from the ALAG works; production figures are not known. In the middle of 1955 this works also started the production of trainer aircraft.

AIRCRAFT

3. The "June 18th" glider, now being produced at the ALAG and ESZTERGOM aircraft works, was designed before 1951 by a design team working at the MAGYAR REPULO SZOVETSEG (Hungarian Flying Association) in BUDAPEST.

HELICOPTERS

4. About 1951, the ALAG aircraft works was engaged on a helicopter project which turned out a total failure and was discontinued.

5. Lately, a design team at the ALAG works, headed by Bela SAMU, has produced an entirely new design for a 2-passenger piston-engined helicopter; tests on models have been successful and the first prototype may already have flown. The new design is regarded as potentially a great success and Ministerial permission to go ahead with the project had been requested before the Revolution. When this permission is given - and little delay was anticipated - further prototypes will be produced for testing; on the basis of these tests it is planned to make extensive modifications, which may include an increase in the carrying capacity of the helicopter.

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6. Apart from this project, no production of helicopters was known to be taking place in Hungary in October, 1956.

AIRCRAFT ENGINES

7. No production of aircraft engines was known to be taking place in Hungary in October, 1956.